

DESIGN BUILD TEAM A G E N D A

Date: August 23, 2004
Time: 1:00 PM
Place: Tacoma AGC Building

<u>Attending:</u>	Bob Adams	✓	Patty Lynch	✓	Keith Sabol.	_____
	Jody Alseth	_____	Max Kuney	✓	Gil Salazar	✓
	Bob Briggs	✓	Craig McDaniel	_____	Scott Sawyer	✓
	Jeff Carpenter	✓	Brian Nielsen	✓	Rick Smith	✓
	Dan Campbell	_____	Cathy Nicholas	✓	Janiece Thoresen	✓
	Bruce Dibert	✓	Don Petersen	✓	John Wise	_____
	Bob Dyer	✓	Dan Patsula	_____	Tom Zamzow	_____
	Kim Henry	✓	Steve Quinn	✓		
	Jennifer Brown	_____				
	Dan Galvin	✓				
	Bob Aye					
	Ray Hammerlee	✓				

Design-Build Website

The website has been updated. We are trying to keep the project documents updated on a weekly basis. The website contains all CURRENT versions of the RFQ, RFP, Risk Matrix, schedules etc. for each of the upcoming design-build projects.

Due to the aggressive schedules of the upcoming projects it is not effective to always wait until the next AGC meeting for review. These items are being placed onto the website as soon as they are ready for public scrutiny.

The website address is: <http://www.wsdot.wa.gov/biz/InnvContract/desbuild.htm>

Project Updates

I-5 Everett HOV

Bob Dyer

Everett has had to slip the RFQ date. The schedule proposed is extremely ambitious and the RFQ will likely be released early in September. There was some discussion as to whether this would require the RFP to slip as well. The AGC commented that if it is just a two week delay then they should be able to assemble the Statements of Qualifications in a compressed time and keep the overall project schedule intact.

There are also potential issues with the Environmental Assessment which could have a more significant impact on the project timeline. Northwest Region personnel are working to address concerns within the Environmental Assessment and anticipate resolution within the schedule allowance. WSDOT does not intend to release the RFP without the completion of the environmental assessment.

Approximately two months to prepare SOQ, one month to score
WSDOT is targeting a November RFP date
The Contract NTP will be as close as possible to July 1, 2005 (when funds are made available)

This project was originally developed with the intention of going through the design-bid-build process. As a result, certain components have been developed further than what WSDOT would have done if the project had always been designated as a design-build project.

Public support for this project remains high. The project has taken a very environmentally friendly approach that has been well received by the environmental agencies. The project is also addressing concerns from a very vocal adjoining neighborhood that has also helped the overall support.

Permitting strategy: WSDOT intends to obtain as many permits as possible prior to accepting proposals. However, it is likely that all environmental permits will not be in their final form at this time. Certain permits may be general in nature contingent upon the final design before they are finalized. The responsibility for some of these environmental permits may shift to the design-builder as the timeliness and acceptability of the final design will be key in obtaining these permits.

It was asked whether the 41st Street Interchange will be included in this project. WSDOT has no plans to incorporate this interchange into the project at this time and there is no funding identified for 41st Street I/C (federal, state, local) at this time.

Noise – WSDOT will take a stab at noise variances for inclusion in the contract. It was agreed that obtaining as many noise variances as possible up front was the best approach. It was also acknowledged that WSDOT may not be successful in this effort but it may be valuable to the design-builders during assembly of the proposals to understand what limitations they will be living with.

Kirkland – Stage 1

Kim Henry/Steve Quinn

The RFQ is substantially complete. The team is still waiting for comments from the MAP (environmental – Multi-Agency Permitting) Team. The RFQ has already gone through one review by the Attorney General and will go through a final review. No significant changes are anticipated from the current version.

Nossaman has been contracted by WSDOT's Attorney General to co-review the contract language. Nossaman is not actually writing the contract but is reviewing and offering advice.

Schedule: This project will work around the Everett HOV project schedule (to avoid schedule conflicts). The question put out to the AGC Team was how far apart these projects need to be to avoid unduly straining the teams. The AGC feedback was that 30 days should be sufficient as key personnel would not likely be the same for both projects.

Preliminary Schedule includes:

- RFQ by September (follows Everett)

- Shortlisting by end of December

- DRAFT RFP out in January

- FONSI by April

- Final RFP in April

- All Permits by June

- Proposals due at LEAST one month after final permit.

- Proposals due by July 1

- Scores assigned/price opening by August 1

The RFP is under development. The contract administration specials have been written and the team is proceeding with the technical specifications. WSDOT has posted the administrative contract provisions as well as a number of technical provisions online for public review/comment on the WSDOT Design-Build website.

The Scoring Matrices for both the RFQ and RFP are out for review/comment.

The team is currently reviewing the schedule to determine what wintertime work could be performed (should the timing of the project require this) and trying to incorporate likely scenarios into permits and local agency agreements.

WSDOT is working to revamp the early start language in the RFP.

The Team will also take an initial attempt to obtain noise variances but ultimate responsibility will be given to the design-builder under contract. (e.g. live with what WSDOT has obtained or obtain additional variances on your own)

Incentives

Several states have begun using incentives to help ensure a satisfactory product. Some of the areas which WSDOT is considering utilizing incentives include:

Time (A+B format with additional incentives for further reductions in time)

- This is perhaps the easiest to implement; there is a clearly identified result that is easily measurable.

Public Involvement

The RFP will require a public involvement effort. Ensuring that all facets of the public are being properly informed, and listened to, is critical to WSDOT's continued public support. Business Owner, Local residents, and the public traveling through the project need to be kept informed.

The incentive would not be tied to simply meeting the letter of the RFP but would instead focus on how successful the design-builder has been in meeting the project goals. This area would be subjective in nature.

Environmental Compliance

Meeting the letter and spirit of environmental permits is standard WSDOT practice. When this does not occur the ongoing relationship between WSDOT and the environmental resource agencies is strained for future projects.

The incentive would not be solely tied to meeting all environmental requirements but also on how responsive the design-builder is to issues as they arise through the contract.

QA/QC

WSDOT is the long-term owner of the project. As such, WSDOT has a large interest in ensuring that the project meets or exceeds the quality of other WSDOT projects.

The incentive would be tied to the design-builders compliance with materials and workmanship specifications.

There was some question as to where these incentives have been utilized before. Of particular concern was how the incentives were measured. A number of individual projects, which members of the AGC team had worked on, were mentioned as examples. WSDOT will research these projects and get back to the group.

Utility Issues

Washington State Constitution precludes WSDOT from paying for utility relocations. This significantly impacts WSDOT's ability to control the timing of utility relocations. WSDOT is working to develop strategies for dealing with utilities on larger projects.

Design-Build complicates this issue, as WSDOT may not be able to tell the utility where the conflicts are at during early development. The ideal answer is to have the utility relocated prior to contract.

In theory, WSDOT could collect delay costs from a utility company; but this has not been routinely done in the past. It may be necessary on a design-build project to require more aggressive tracking of costs associated with utility delays.

Everett has paid for a SUE to help design-builders identify which utilities will have to move very early in the process. WSDOT will be working closely with the design-builder to ensure timely relocation.

Local Agencies

At this time, WSDOT is in the mode of partnering with local agencies. As agreements are established with the local agencies, how far should WSDOT go in defining the finished product/local agency requirements? (uncertainty vs. time delays to RFP)

The Kirkland project has significantly advanced the context sensitive solution. The design-builder will be required to take the community generated solution and implement it.

The Everett project is still sorting through these issues. Of particular concern are noisewall issues. WSDOT may 'locate' the noise walls in the RFP as a minimum.

The AGC feedback was that, if possible, WSDOT should lock in the specifications which the design-builder will need to meet when working on local agency R/W as well as providing specifics should a fixed aesthetic treatment be reached prior to the RFP.

Items available for ongoing comment:

Draft RFQ - Kirkland
RFQ/RFP Scoring Criteria - Kirkland
WSDOT Environmental Permitting Strategy
WSDOT Materials Lab Point Papers

Future Meetings:

September 27, 2004	1:00 pm at the Tacoma AGC	
October 25, 2004	1:00 pm at the Tacoma AGC	
November 22, 2004	1:00 pm at the Tacoma AGC	
<u>December 20, 2004</u>	<u>1:00 pm at the Tacoma AGC</u>	←=== Please note date change